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SCH. TATTLER SEIZED.

Big Fishing Craft Detained Yesterday at North Sydney.

VESSEL WILL SOON BE RELEASED

Old Case Practically Settled Before the Seizure.

Sch. Tattler of this port, Capt. Albert Hudder, was seized at North Sydney, C. B., yesterday for an alleged infraction of the Canadian fishery regulations.

It has been known here for some time that the Canadians were after the craft and the owners, Messrs. David B. Smith & Co., had been in communication for some weeks with

the Canadian authorities in regard to the matter.

A telegram from Capt. Hudder yesterday afternoon stated that the vessel had encountered a very heavy northeast gale and was forced to put in at North Sydney, C. B., for shelter, and that the craft had been seized immediately upon her arrival.

The vessel will doubtless be released today as only yesterday morning the firm of D. B. Smith & Co. received a letter from the collector at Sydney stating that the whole matter against the Tattler would be dismissed by the payment of the amount of the fishing license, \$202. This letter was sent from Sydney, December 13 and on the 1 o'clock mail yesterday afternoon Messrs. Smith sent a check in a registered letter for the amount.

About two hours later came the news of the vessel's seizure, she having put into North Sydney that very day. Messrs. D. B. Smith & Co. immediately notified the collector of the receipt of his letter and also that check in registered letter was on the way. They also notified their agent at North Sydney to pay the money for them, if necessary, at the custom house, before the arrival of the check.

For these reasons and under these conditions it is safe to say that the Tattler will be released today and will soon be on her way to Bay of Islands, for another load of frozen herring.

The principal vexation of the detention of the Tattler is the loss of time it entails. Days at Bay of Islands now are very valuable and every hour's delay means a great deal. The loss of two days on the passage down may mean the loss of a trip of herring, as the time between now and when the ice comes down is getting short.

The case for which sch. Tattler is detained is in some respect a peculiar one and the fault for her trouble would seem to lay more with the collector at Sydney than with her captain or owners, and this, in a measure, probably accounts for the willingness of the Canadian government to make a settlement of the case by payment of the fishing license fee.

The trouble arises from the fact of the shipment of men at North Sydney, to pursue the Newfoundland herring fishery.

Fearing that some trouble might ensue when this method of shipping men at Sydney was devised to bridge over the bar placed by Newfoundland against shipping native fishermen in her territory, Mr. Smith telegraphed his captain to take out a fishing license at Sydney. Collector McPherson of that port, he

states, advised that such a fishing license was unnecessary, as the vessel was under register, so the Tattler shipped her men without it and proceeded on her first trip. Subsequently the matter was referred to Ottawa, and the minister of marine decided that the vessel should have taken out a license when shipping men.

An inkling of this coming to Mr. Smith, he immediately entered into correspondence with Collector McPherson and the authorities at Ottawa and the American consul at Sydney. In this Mr. Smith stated that he stood perfectly willing to pay the amount of the fishing license, \$202, no matter where the vessel stood.

The matter was the subject of much correspondence between the firm and Canadian officials and finally, as above stated, yesterday morning came the word that the matter could be settled and Canada would accept the amount of the license fee as full payment. The money was quickly sent and on top of this, two hours later, while the money was in transit, came the news of the seizure.

CONTINUE MODUS VIVENDI.

Nova Scotia Warden Presents Very Strong Argument.

Abrogation Would Work Hardship to Traders and Fishermen.

Warden H. C. V. Levatle, one of the well-known fishery authorities of Nova Scotia, has a communication in the Sydney, N. S. Record in favor of the continuation of the modus vivendi with this country. The article is well written and deals in plain facts and we quote from it as follows:

"As I understand it the modus vivendi license entitles an American vessel to the privilege of purchasing bait, ice, seines, lines and other supplies and outfits, the transshipment of catch, and shipping of crews in Canadian ports. But does not entitle them to fish by seines, nets, or any other method inside three miles from the coast line, or what is generally called inside the three mile limit.

"The purchasing of bait, ice, and other supplies is a direct benefit to the dwellers on the coast, and in several ports is of great financial assistance to the inhabitants. Very few, if any, fish are transhipped in Canadian ports.

"By the reshipping of crews many of our inhabitants (particularly in the western part of the province of Nova Scotia) make their livelihood, fishing in American vessels. They are either shipped on shares, or get a certain amount for the voyage. And as soon as the vessel's catch is landed at its home port, or the fishermen are landed at their homes, the cash is paid to them. This is quite different to the majority of Nova Scotia vessels. Their crews generally have to wait till the fish are dried and sold before getting their money.

"The privileges given to the American fishing vessels under the modus vivendi is of comparatively no benefit to the seiners or hand liners. The seiners are fitted at home, and only come into Canadian ports for shelter. Certainly fishermen often complain that in throwing their seines (which they can do three miles off the coast and we cannot prevent them) they scatter the mackerel schools, thus preventing the mackerel from meshing in the fishermen's nets.

"It is a frequent occurrence to see seines thrown around schools of mackerel in the midst of the shore fishermen's nets, although our own fishermen say the Canadian cruisers destroy more of their nets than the American seining vessels.

"Handline fishermen are fitted at their home ports. They use preserved clams for bait and do not need to use a Canadian port for shelter, wood, water or repairs.

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"The modus vivendi license is of benefit to the American fishing vessels fitted for trawling codfish. They take out licenses when actually compelled to buy supplies, bait, ice and to ship crews. And this means ready money to our people. If this was stopped suddenly it would injure business in some ports and deprive many of our people of their present means of livelihood.

"Canadians should show faith in their own country and its natural industries before preventing many of their people from trading and working for those who treat them squarely. Stop the modus vivendi licenses and the poorer people of our maritime provinces would be the sufferers. What is wanted is capital and energy.

"Let our people who have capital at their command organize strong companies to be managed by competent people, to prosecute the fishing business in all its branches on the lines of the large American fishing firms, and it won't be long before the consumers of fish in the United States will compel a removal of the existing duties on fish. We are in the centre of the great fishing grounds, and have the population who will gladly work for their own people in preference, if they can earn nearly as much money by doing so. The demand for fish is greater than the supply, and the business is capable of immense development.

"There is no reason why right here in Cape Breton one or more of our ports should not be the producer, and the great distributing point for fish of all kinds and along all lines. Until this is accomplished and Canadians take up this fishing question with vigor from a commercial standpoint I see no good reason why our people should not be allowed to sell anything they choose to American vessels, and when opportunity offers at good wages become members of their crew, without any restrictions.

H. C. V. LEVATTE.

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CUTTER IS ASKED FOR.

Vessel Owners Fear That Ice May Nip Herring Fleet.

ASK HELP FROM GOVERNMENT.

Congressman Gardner Working for Early Start of Craft.

As the result of a recent conference of several of the vessel owners, Collector of Customs William H. Jordan has sent an appeal to Congressman Gardner, asking him to obtain from the department of commerce and labor an iron revenue cutter to be sent as soon as possible to Bay of Islands, N. F., to be on hand for the relief of the large fleet of American vessels at that port and prevent them from being frozen in when the ice comes down.

Despatches from Washington say that Congressman Gardner has taken the matter up, but the department has not yet decided to send the vessel.

The fishing fleet apparently has not had a

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good season. Frequently in the past the government has been compelled to send a cutter to their relief. This year the request goes a step farther. The fishermen say that while they are not yet icebound they will be soon, and they want the government to start a cutter once so that by the time the ice catches them it will be on hand ready to cut them out. The fishermen count on government aid, and have no intention, apparently, of leaving before the heavy freeze sets in.

Mr. Gardner called at the department of commerce and labor on Saturday and had a conference with Secretary Metcalf in regard to the matter. The latter promised to consider the request. Mr. Gardner is to have another conference with him tomorrow, at which it is hoped a decision will be reached.

Secretary Metcalf has at his disposal several vessels of the fish commission and the coast and geodetic survey, one of which might be designated to do as the Gloucester fishermen desire. If this is not done application will probably be made to the treasury department for a revenue cutter or to the navy department for a tug.

Mr. Gardner says that his request for a vessel has nothing whatever to do with the rumor of last summer that a warship was necessary to preserve order and prevent a conflict between Gloucester fishermen and the Newfoundland authorities. From present indications, there is no danger of such a conflict.

AT BAY OF ISLANDS.

Rivalry To Secure Newfoundland Vessels To Carry Herring Cargoes.

The Bay of Islands Western Star of December 14 has the following Bay of Islands herring news: "A decided improvement in this fishery took place the past week, and some remarkably good catches were made in Middle Arm, where the fish seem to be confined. On Thursday and Friday the best results were obtained from nets set in 20 and 30 fathoms of water, and some boats' crews were unable to clean their nets.

"The season is so far advanced that a large salt bulk voyage cannot be secured; but should the weather continue as favorable as of late, and herring keep plentiful, a great many frozen cargoes will go from here.

"There is great rivalry between representatives of Gloucester and Halifax fish firms in chartering local vessels fishing here to take cargoes to the United States and Halifax, and the following Bay St. George vessels have been accepted: schs. Willie C., Capt. Shaw, for Cunningham & Thompson, Jennie May, Capt. Chinn, for D. B. Smith & Co., Maggie M. W., Capt. Bennett, and the Sea Nymph, Capt. Huelin, for E. M. Boutlier, Halifax. These vessels will likely take frozen cargoes.

"Schs. H. M. Stanley, Carrie W. Babson, Gossip and Colonial sailed the past week with full loads in salt bulk, and the Golden-Rod with a frozen cargo, the earliest ever sent from here. Sch. Lottie G. Merchant, with another frozen cargo, will be ready today. Schs. Arputus, E. W. Hopper and Lewis H. Giles are loaded ready to sail, and several other Americans will finish this week."

The British schs. Jessie M. Tasmania, Defender and Colonia, all from Bay of Islands, N. F., with fares of salt herring, arrived at Halifax, N. S., last Thursday. The Defender is coming to this port, but the Tasmania, which was thought to be coming here, has sold her cargo at Halifax.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Colonial, Bay of Islands, N. F., 1200 bbls. salt herring.
Sch. Kentucky, Brown's Bank, 75,000 lbs. fresh fish.
Sch. Corona, Quero Bank, 9000 lbs. halibut, 15,000 salt cod.

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Br. sch. Coronation, Bay of Islands, N. F., 1000 bbls. salt herring.
Sch. Indiana, Cape Shore, 15,000 lbs. salt cod.
Sch. Cecil H. Low, Georges, 6000 lbs. salt cod, 600 lbs. halibut.
Sch. Massachusetts, via Boston.
Sch. James S. Steele, shore.
Sch. Henrietta G. Martin, shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt headline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt trawl Georges codfish, \$5 for large, \$4.00 for medium.

Salt hake, \$1.75

Salt haddock, \$1.75.

Salt cusk, \$2.50.

Fresh large codfish, \$2.50, medium do., \$1.75.

Fresh haddock, \$1.20.

Fresh hake, \$1.10.

Fresh cusk, \$1.75.

Large salt mackerel, \$24 per bbl.

Salt tinker mackerel, \$10.25 per bbl.

Large fresh mackerel, 25 cts. each.

Flitched halibut, 6 cts. per lb.

Fresh bait herring, \$2.50 to \$3 per bbl.

Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.

Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.

Fresh pollock, 75 cts. per cwt.

Newfoundland salt herring, in bulk, \$4.50 per bbl.

Newfoundland salt herring, barreled, \$5.75 per bbl.

Boston.

Sch. Regina, 7000 haddock, 6000 cod, 3000 hake.

Sch. Alice M. Guthrie, 9300 haddock, 5000 cod, 1000 hake.

Sch. Arcadia, 30,000 haddock, 10,000 cod, 2000 hake.

Sch. Baema, 9000 haddock, 2000 cod, 10,000 hake.

Sch. Muriel, 25,000 haddock, 10,000 cod, 2000 hake, 6000 cusk.

Sch. Lizzie M. Stanley, 16,000 haddock, 8000 cod, 3000 hake.

Sch. Francis Whalen, 15,000 haddock, 6000 cod, 5000 hake.

Sch. Mina Swim, 11,000 haddock, 3000 cod, 7000 hake.

Sch. Claudia, 12,000 haddock, 35,000 cod, 1000 hake, 500 halibut.

Sch. Motor, 500 haddock, 6000 cod, 2500 hake.

Sch. Sachem, 3000 pollock.

Sch. Ignatius Egos, 3000 pollock.

Sch. Olivia Sears, 1500 pollock.

Sch. Mildred V. Nunan, 4000 haddock, 500 cod, 1500 hake.

Sch. Mary E. Cooney, 5500 haddock, 200 cod, 2500 hake.

Sch. Mattie Brundage, 2500 haddock, 600 cod, 2000 hake.

Sch. Seacommet, 4000 haddock, 200 cod, 2000 hake.

Sch. Mary Edith, 3000 haddock, 300 cod, 500 hake.

Sch. Richard J. Nunan, 8000 haddock, 700 cod, 2000 hake.

Sch. Sylvia M. Nunan, 3000 haddock, 500 cod, 1200 hake.

Sch. Helen B. Thomas, 2000 haddock.

Sch. Manomet, 7000 haddock, 500 cod, 1000 hake.

Sch. Mary E. Silveria, 5500 haddock, 500 cod.

Sch. Shepherd King, 2000 cod, 9000 hake, 1000 cusk.

Sch. Frances P. Mosquito, 5000 haddock, 2000 cod, 2000 hake.

Sch. Nettie Franklin, 20,000 haddock, 1000 cod.

Sch. Massasoit, 8000 cod.

Sch. Thomas Brundage, 4000 pollock.

Haddock, \$3 to \$3.75; large cod, \$3.25 to \$3.65; market cod, \$1.60 to \$2; hake, \$2 to \$3.65; pollock, \$1.25 to \$1.50; halibut, 13c.

WASHINGTON LETTER.

Congressman Gardner Working for Re-Survey of Essex River.

Fish Commission Opposed to Dogfish Bounty Bill.

(Special to the Times.)

Washington, D. C., Dec. 14.—Although there will not be another river and harbor bill for at least two years and possibly three, some of the congressmen are commencing to have trouble and receive complaints relative to proposed improvements in their district. The troubles at this time come from the reports made by United States engineers of surveys of various localities in Massachusetts authorized in the last river and harbor bill. Congressman Gardner, who probably has more different localities in his district desirous of receiving improvements than all the rest of the Massachusetts delegation put together, has been kept busy this week as a result of two of the findings of Col. W. S. Stanton, the engineer at Boston, who made the surveys in New England.

The first report filed with Congress was on the survey of the Essex river, authorized in the last bill. The bill called for a survey with a view to establishing a six foot channel at mean low tide from the mouth of the river to the bridge above the shipyards in Essex

center. Col. Stanton made an examination of the river last summer in company with Representative Oxner of that town and Capt. X. W. Burnham, the local pilot.

The report submitted to Congress is far more discouraging than the Essex ship-builders, who are most interested in the project, hoped for. Col. Stanton reports that he does not consider it practicable to expend any more money on the river. He says the channel is gradually filling up, and it is only a matter of time when it will be impossible to get the fish-schooners built at Essex out through the river. He dwells further on the importance of the Essex ship-building industry; but says that the channel has greatly lessened in depth since the last survey was made a few years ago. He practically gives the people to understand that the industry will be obliged to go elsewhere in a few years.

The Essex shipbuilders and the townspeople in general are very much wrought up over the report, and declare they have been misrepresented with regard to the condition of the river. Letters from the various firms engaged in the business, the board of selectmen and others have been sent to Congressman Gardner, protesting against the accuracy of the report. They declare that the channel is deeper than ever before, that the water from Chebacco Lake is continually flowing down the river, and that it is impossible for the river to choke up under these conditions. They say that there is no cause of worryment of the channel filling up to impede the progress of vessels going out of the river, but that one of the principal reasons why they desired some work done by the government was because when the last dredging was undertaken, several ledges were left uncovered by the dredger, and are now very dangerous, several vessels having struck on them and damaged their keels in going around to Gloucester to be fitted out.

In view of the fact that there will be no river and harbor bill for several years, there is plenty of time for deliberation as to the best course to pursue in the matter. Congressman Gardner is awaiting a copy of the official report of Col. Stanton, which is now in the hands of the engineers, and as soon as this is in his hands he proposes to take the matter up with the war department, and present the facts put forth by the people of Essex in contradiction to the report filed.

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Although, of course, it is possible to secure an appropriation for a project in the face of an unfavorable report, it is an extremely difficult thing to accomplish and the instances when this has been done are extremely rare. It may be possible, however, to have a resurvey made of both the Merrimack and Essex river projects, and Mr. Gardner may possibly work along this line.

Congressman Greene of Fall River tells me that the dog-fish bill introduced by Congressman Tirrell of Massachusetts, and referred to the committee on merchant marine and fisheries, of which Mr. Greene is a member, has no chance of passage whatever at this session of Congress. The worst blow this bill has to encounter is the fish commission, whose word is law on a bill of this kind. The commission last year served notice that if the bill was referred to them for a report, it would be an unfavorable one, and therefore those behind the bill preferred to have it remain in the dark recesses of the committee room, where this year's bill is also destined to remain. The bill is on the same lines as the one last year, and provides that agents of the fish commission shall pay the fishermen a bounty of two cents on every tail of a dog-fish produced.

The fish commission do not deny the argument that the dog fish are a detriment to the Atlantic fishermen, but do not approve of the system of destroying them by paying a bounty. The commission contend that the fish are really good eating, and say that the proper way to reduce the number of fish in the sea is to put them on the market, and make it an object to catch them for food. Congressman Tirrell is interested in the bill at the request of a Waltham constituent, and E. C. McIntire, ex-representative from Gloucester, has also given the matter much study, and was successful in securing the passage of a resolution through the legislature in Massachusetts last winter asking Congress to take some action in the matter.

W. W. LUFKIN.

Halibut Sale.

The fare of sch. Corona sold to the New England Fish Co. at 12 cents per pound for white and 8 cents for gray.

GREAT RUN OF CODFISH.

School of Millions Struck In at Easthampton, L. I.

The greatest run of codfish ever known on this coast struck the Easthampton, L. I. shore Thursday night, and for three miles along the shore the surf swarmed with them. One fisherman with a seine made a haul of six tons. A pair of horses were required to draw it up out of the surf.

The shore was crowded with villagers, who utilized every sort of fishing seine available. The oldest fishermen say they never saw or heard of anything like the night's run of fish.

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Herring Notes.

The British sch. Eva June arrived at Boston from Bay of Islands yesterday with 1500 barrels salt herring.

It is reported that another vessel is coming here from Green Bay with a cargo of salt herring.

The Br. sch. St. Helena, Capt. John Pyke, from Bay of Islands, for this port, with a cargo of herring, was struck by squall at Flint Island Thursday afternoon and had her main boom broken. She put in at North Sydney in order to have it replaced by a new one before proceeding on her voyage. The cargo is consigned to Fred Bradley.

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SCH. TATTLER RELEASED.

Commendable Celerity by Canadian Authorities.

LICENSE NOW ISSUED TO CRAFT.

Craft Will Proceed to Bay of Islands for Herring.

Sch. Tattler of this port, the largest fishing vessel at this port, owned by D. B. Smith & Co., which was seized at North Sydney, C. B., last Friday afternoon, as previously reported in the TIMES, was released yesterday afternoon.

As before stated in the TIMES, the seizure of the craft was a mistake on the part of some official at North Sydney, and was made while the owners of the vessel were in possession of a letter that if the license money was forwarded the case against the craft, which happened early last fall, would be considered closed. The money was actually on the way when the vessel, driven into North Sydney by a heavy

storm, was seized. The entire details of the case were correctly stated in the TIMES of Saturday.

Knowing the security of their position, because of letters and papers in their possession regarding the case, the owners immediately set to work to secure the release of the vessel, and considering that the craft was cleared yesterday afternoon and that a Sunday intervened, it can be seen that the action of the Canadian authorities at Ottawa was most commendably prompt indeed.

Yesterday the firm were in telegraphic communication with the American Consul General at Ottawa, the Canadian premier at the same place, Collector McPherson at Sydney, and American Consul West at that place and very rapid progress was made toward the straightening out of the matter.

So, yesterday afternoon, while some Boston papers were publishing lengthy articles to the effect that the seizure was significant and that it might be designed as an entering wedge and an object lesson to the Newfoundland people of the benefits of unity of action, the owners of the craft were in receipt of a telegram stating that the Collector at North Sydney had received orders from Ottawa to issue a license to sch. Tattler and allow her to proceed.

The TIMES of Saturday said that the craft would soon be released and the prompt action of the Canadian government in the case shows that the statement of the TIMES was correct and based on a knowledge of the facts of the case.

BIG RECORD.

Little Sch. Seaconnet Landed Five Trips in Eight Days.

Between \$8 and \$10 a day is not bad pay for fishing, say the crew of 14 men of the schooner Seaconnet. Capt. Enos Nickerson skipper of the Seaconnet, has made a record of \$68 per man for eight days' fishing, which is without a parallel for shore fishing schooners in Boston. The crew of the Seaconnet have faced many dangers in the past week in the turbulent waters off Boston lightship when other schooners have sought the shelter of harbors.

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The Seaconnet has made five trips in eight days to the middle grounds, which is close by Boston lightship. Five morning the schooner has arrived at T wharf with about 10,000 pounds of haddock, cod and hake, getting out its cargo and leaving the wharf at 4 o'clock in the afternoon for the fishing grounds. The fishermen worked their trawls all night, getting back into port the next morning. Yesterday morning the schooner landed 4000 pounds haddock, 200 pounds codfish, 2000 pounds hake. Other schooners have averaged but two or three trips during the past eight days.

DAILY TIMES FISH BUREAU.

To-day's Arrivals and Receipts.

Sch. Muriel, via Boston, 18,000 lbs. fresh fish.
Sch. Claudia, via Boston, 20,000 lbs. fresh fish.
Sch. Hope, shore.
Sch. Frances P. Mesquita, via Boston.
Sch. Catherine D. Enos, shore.

Today's Fish Market.

These prices are based on the last known sales.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.
Salt trawl Georges codfish, \$5 for large, 4.00 for medium.
Salt hake, \$1.75.
Salt haddock, \$1.75.
Salt cusk, \$2.50.
Fresh large codfish, \$2.50, medium do., \$1.75.
Fresh haddock, \$1.20.
Fresh hake, \$1.10.
Fresh cusk, \$1.75.
Salt trawl bank codfish, \$4.50 for large, \$4.00 for medium, \$2.75 for snappers.
Fresh halibut, 12 cts. per lb. for white and 8 cts. for gray.
Fresh pollock, 75 cts. per cwt.
Newfoundland salt herring, in bulk, \$4.50 per bbl.
Newfoundland salt herring, barrelled, \$5.75 per bbl.

Boston.

Sch. Mertis H. Perry, 3800 haddock, 1300 cod.
Sch. Flavilla, 4500 haddock, 2000 hake.
Sch. Teresa and Alice, 6000 haddock, 300 cod, 3500 hake.
Sch. Tecumseh, 5000 cod.
Sch. Annie and Jennie, 2000 pollock.
Sch. Marion, 2000 pollock.
Sch. Appomattox, 4500 pollock.
Sch. Olive F. Hutchins, 7000 haddock, 1500 cod, 2500 pollock.
Sch. Matchless, 23,000 haddock, 26,000 cod, 4000 cusk.
Sch. Mary A. Gleason, 5000 haddock, 5000 cod, 2000 hake.
Sch. Illinois, 17,000 haddock, 8000 cod, 2000 hake, 1000 cusk.
Sch. Evelyn L. Smith, 24,000 pollock.
Sch. Belbina P. Domingoes, 10,000 haddock, 1000 cod.
Sch. Nokomis, 5500 cod.
Sch. Walter P. Gonlart, 2000 haddock, 800 cod.
Sch. Flora J. Sears, 6000 haddock, 500 cod, 4000 hake.
Sch. Ida S. Brooks, 5000 haddock, 500 cod.
Sch. Mary E. Cooney, 8000 haddock, 2000 cod, 5000 hake.
Sch. Galatea, 1000 haddock, 1000 cod, 6000 hake.
Sch. Minerva, 7500 haddock, 1000 cod, 1000 hake.
Br. sch. Eva June, 1500 bbls. salt herring.
Haddock, \$3 to \$3.65; large cod, \$3 to \$4.35; market cod, \$1.60 to \$2.10; hake, \$1 to \$3.50; pollock, \$1.50.